

OCD KSD 25X84

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CLASSIFICATION

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Rangsdorf Airfield

25X1X

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

25X1C

DATE OBTAINED

DATE PREPARED 30 January 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

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SOURCE

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1. On 28 December 1950, some casings of in-line engines were stored out in the open in front of the former Buecker plant on the Rangsdorf (N 53/1 82) airfield. The plant was in operation. The noise of engines, apparently running on test stands, was heard. Three sentries wearing green service color guarded the plant. A straw pile with what appeared to be openings, probably a camouflaged guard station, was on the edge of the field, about 200 meters south of the plant, by the railroad line. (1)
2. A wooden hut with six masts was 800 meters west of the railroad line. The point on the railroad line from where the observation was made was approximately 2,000 meters south of the plant. No antennae were seen on the masts. (2) The boundary lights were still along the railroad line.
3. On 29 December, three small, single-engine, low-wing monoplanes without engines were standing in front of the Buecker Plant hangar in the northeast section of the field. (3) The former Buecker Plant with one hangar and some buildings was fenced-in. There was a watchtower at the fence and a sentry wearing blue service color was on guard. When first observing the airfield from the railroad line, a single-engine, low-wing monoplane of a different type than the three planes mentioned was seen in front of the plant. The plane apparently was ready to take-off. Later it was no longer seen there. Both type aircraft were smaller than the ground attack planes seen at the airfields of Schoorwalde (N 53/1 66) and Doberitz (N 53/1 65). The plant was probably a small repair shop for aircraft engines.
4. A small hut, surrounded by six masts, was south of the field, approximately 1,000 meters from the railroad line. The hut was probably a radio installation. It was still there on 7 January 1951. (2)
5. On 7 January 1951, work was being done on the railroad spur track at the field. Soviet soldiers pushed empty, open railroad cars

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into a fenced-in area along the railroad line. There were some buildings and large quantities of aircraft scrap material in this area. Five hours later, four railroad cars standing on the spur track were loaded with scrap material. Since it was improbable that the cars were loaded in such a short time it was assumed that the full cars had arrived that afternoon. (4) Sentries wearing blue service color were seen on the watchtowers. Large quantities of disassembled army huts were stored in the Rangsdorf railroad station.

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6. At 9:40 a.m. on 4 January 1951, the two hangars on the northern edge of the Rangsdorf airfield were closed. No aircraft were seen at the field and there was no flying. A truck, parked on the eastern edge of the landing field, had a vertical rod, approximately 4 meters high, at the rear of its box-like body.
 7. Two F-2 biplanes with the white numbers 3 and 4 painted on their rudder assemblies were parked in the northeastern corner of the field at 1:30 p.m. The planes were covered with tarpaulins.
 8. No aircraft were parked on the landing field on 28 December. All hangars were closed. Six masts, which probably belonged to a radio installation, were approximately 2 km south of the landing field and 600 meters west of the Tossen (W 53/1 91) - Berlin railroad line. A small hut was in the middle of the masts. There was no change as of 2 January 1951.

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Comments.

- (1) The sources indicate that a repair shop for aircraft engines is still located on the airfield. No air unit is stationed at the field. It is not known for what units of the Twenty-Fourth Air Army repairs are being conducted in the repair shop. For location sketch of the straw pile, see Annex 1.
- (2) The presence of the radio installation is reported for the first time. The information does not indicate whether the installation is assigned to the Soviet Air Force. The installation is probably an Adcock DF with six masts. For location sketch of installation, see Annex 1. For layout of radio installation, see Annex 3.
- (3) The aircraft are possibly Yak-11's.
- (4) It is not known if aircraft scrap material is being utilized in Rangsdorf, but an aircraft engine repair shop is believed to be located there. It has not been determined if old aircraft are also being stripped there.

2 Annexes: Sketches on ditto

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